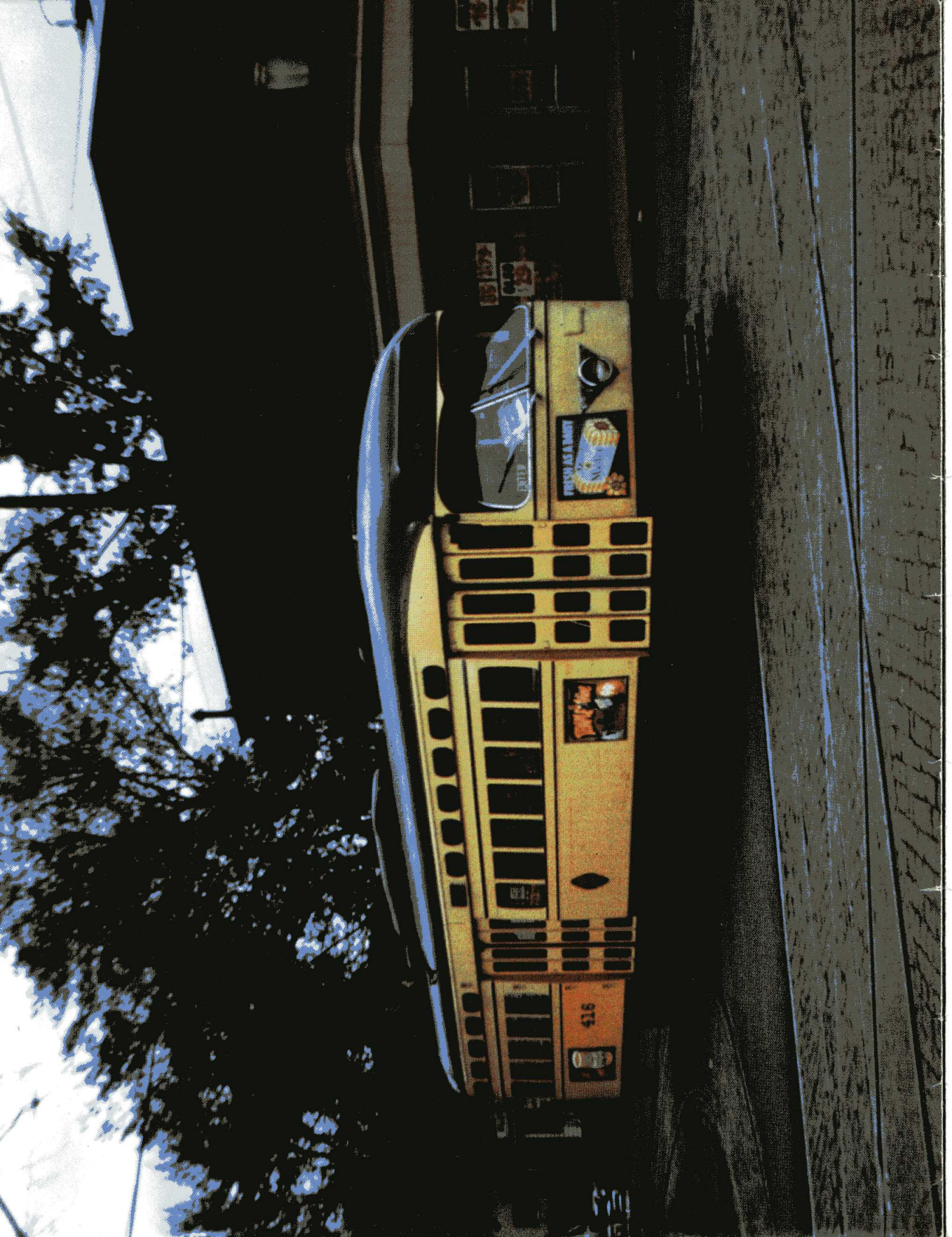


Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Spring 1991







Official Publication of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to acquire, preserve, restore and operate historic Minnesota transportation artifacts. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, The Jackson Street Roundhouse in St. Paul, the Stillwater & St. Paul Railroad in Stillwater and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual \$25 Family \$30
Sustaining \$50 Sponsor \$100

Public Information
(612) 228-0263

Member Information Line
(612) 228-9412

MUSEUM OFFICERS

Chairman	John Diers
Vice-Chairman	Art Nettis
Secretary	Aaron Isaacs
Treasurer	Louis Hoffman
Director	Tom Mega
Directors at Large	Art Pew
	Ross Hammond
	Tom Kolar

**THANKS FOR YOUR
GENEROSITY**

-To Wayne Olsen for the donation of a TCRT Northside Station roll sign.

-To the Linden Hills Neighborhood Council and Linden Hills Business Assn. for underwriting the cost of bus insurance for the Linden Hills Fair.

-To the following contributors to the Save Stillwater Fund, which now totals \$1750. James & Nancy Littrell, Steven Harrod, Nick Modders, Anley Bolin, George Everitt, Marvin Nauman, Scott Heiderich, Wendell Gilkerson, Norman & Sylvia Kerr, Fred Raiche, Donald Baker, Frank & Judy Sandberg, Ward & Anna Gilkerson, William Briggs, Patrick & Joanne Lipinski, Louis Hoffman, George & Florence Isaacs, James Weist.

-To the following contributors to the PCC Restoration Fund, which now totals \$1140. Duane & Marietta Hassig, Norman & Sylvia Kerr, Frederick & Linda Krense, Earl & Bettye Anderson, Stanford Nettis, William Janssen, Robert Mehlenbeck, Ben & Eleanor Curry, Dr. Robert & Gloria Hargraves, Louis Hoffman.

**SUSTAINING &
SPONSOR MEMBERS**

This year MTM created Sustaining memberships at \$50 and Sponsor memberships at \$100.

As a perk, Sustaining and Sponsor members may request free back issues of the *Minnegazette*. More perks will be forthcoming. Contact the Editor for details.

TREASURE HUNT

We'd like to hear from any member who can donate the following:

-A small tractor with a backhoe or front bucket.

-A tie puller.

-Wood and wood screws for the steamboat.

-Tune-ups for MTM's various trucks and forklifts.

-A Macintosh computer for the new general manager.

-Ballast or railroad ties, and used rail.

-Any streetcar boat hardware.

-Free or discounted offset printing of brochures, *Microgazette* and other mailing materials.

-Tuckpointing for the S&StP bridge over Hwy. 95.

-Paint for S&StP coaches.

-A set of crossing signals to install at McKusick Road.

-Tarpaulins or plastic sheeting to cover the rolling stock at the Arden Hills arsenal.

Contact the Editor if you can help with any of these.

**MEMBERSHIP DRIVE
PAYS OFF**

The mailing to former MTM members and members of other Minnesota rail groups has been a success. To date over thirty have been received. Since the mailing and printing cost about \$200, the drive has already more than paid for itself.

MEMBERSHIP MEETING NOTICE

The Spring membership meeting will be held at the Como-Harriet car barn on Tuesday April 23 at 7:00 PM. The program will be rides on newly fledged streetcar #78. Single truckers feel a lot different. Come see for yourself.

Front cover-From 1925 to 1931, the Chicago Great Western's striking, English-styled Red Bird ran non-stop from Minneapolis to Rochester in 2 1/2 hours. It followed the CGW main line south to Dodge Center and used trackage rights on the Chicago & North Western to reach Rochester. This drawing was made in 1925 by Helmut Kroening, from one of his photos. Kroening was a pioneer rail photographer around St. Paul in the 1920's and 30's. Ray Norton collection. Inside front cover-Although rather dark because it was a duplicate slide, here at last is a photo of MTM's own PCC car #416, taken at Minnehaha and Snelling on the Hamline-Cherokee line in 1950. Paul Joyce collection.

CHAIRMAN'S MESSAGE

-John Diers

Preservation is what the Museum is all about. Since its founding over 30 years ago it has done so remarkably well. Lake Harriet, Stillwater, #1300, #328, #265, #78 et al are witnesses to that fact. Our specialty is living memories. Thanks to MTM you can still take a breezy trolley ride on a summer's afternoon or hear a steam whistle echo through the St. Croix valley. There is a tangibility in all this, mainly because it is hardware. Keep it maintained and it will last forever.

Not so enduring, or so tangible, are the life experiences of the people who built and worked around this equipment that we so carefully paint and polish. Time is not kind to them, or to us. Their stories are as important as the things they helped build. We must conserve both. To that end, the Museum is beginning an oral history project. With help from Tom Mega and his students at the University of St. Thomas, we plan to interview people who worked on the trolleys and trains in the 30's, 40's and 50's. The product, we hope, will be a series of audio and video tapes capturing forever the golden era of traction and steam.

Volunteers are needed to help with this project. Many of you are former employees of TCRT and the local railroads, or know of people who are. If you can participate in some way, or have suggestions for

topics of discussion, contact Tom, Aaron Isaacs or me.

Elsewhere in these pages, you will find a report on the status of our dealings with Washington County and the residents who are trying to shut us down. At this writing, we have had one meeting with the county staff and another with the residents face to face. I am hoping that out of these discussions can come an understanding that is good for both parties. This is not a "win" or "lose" situation for MTM. The issues involved are complex and the legal situation is murky. At bottom is whether an historic railroad can coexist within a community that is in transition from rural to suburban. Can steam trains be compatible with swimming pools and patio homes?

The answer is uncertain and the outcome unknown. If it is to be yes, then there will have to be some compromises on the part of the museum and the residents. We take pride in saying that we are good neighbors. This time we may have to stretch more than usual to prove it.

BOARD OF DIRECTORS

JANUARY 1991

- Approved the 1991 Railroad budget.
- Approved a \$1.00 fare increase for adults and seniors at Stillwater.
- Approved the 1991 Jackson Street Roundhouse budget.

FEBRUARY 1991

- Approved the 1991 Steamboat budget.
- Authorized the sale of Soo Line

water tender #4056 and Plymouth gas locomotive #61, with final approval of terms by the Chairman of the Board.

-Authorized the lease of passenger cars, including GN baggage #480, CB&Q coach #598, DM&IR coach #30 and GN parlor Twin Ports, to the Goldfine family of Duluth, for use on the North Shore Scenic RR. Final lease terms will be subject to approval by a telephone poll of the Board.

-Gave conditional approval to the expenditure of funds from equipment sales toward the restoration of doodlebug #9735.

OBITUARIES

-George Isaacs

Charles A. Brown, (or CAB as he was called) passed away in his sleep on Oct. 10, 1990, just one week after Florence and I visited him in his home in Sutton, MA. He was 78 years old. CAB was not a member of MTM, but some of his photos were published in the Minnegazette (see pg. 25). He was a prolific photographer and captured streetcars on film from coast to coast.

He was one of the pioneers of the rail preservation movement. In 1937 and 1938 he worked a summer job on the Biddeford & Saco Street Ry. in Maine. When abandonment came the next year he and a few others saved open car #31 and founded the Seashore Trolley Museum in Kennebunkport., the first of its kind.

I write this as his friend of 36 years. We met in 1954 when we both started work at Fairbanks-Morse in Beloit, WI.

Robert S. Philipp, a long time MTM member, passed away on Feb. 23, 1991. He was 73 years old. Bob was a musician by profession, noted for his piano bar entertaining in several of Minneapolis' better restaurants.

To the Museum he was a dedicated track worker. During the early years of building CHSL, Bob would come out to shovel, tamp ballast and tighten rail joints on Saturday mornings after a late Friday night of work.

Bob was an operator on the streetcar from 1975 to 1983. He also collected model trains and was motorcycle enthusiast. Bob, it was nice knowing you.



Are these the last common carrier wood cabooses in Minnesota? The Duluth & Northeastern still rostered these cars at Cloquet in 1990. Louis Hoffman photo.

TRACTION REPORT

-Louis Hoffman

CHSL'S 21st Season

The Como-Harriet Line's 21st year of operations will begin on Friday May 17 at 5:30 PM. In conjunction with Linden Hills Days, there will be coordinated streetcar and bus service on May 18 and 19. MTM's 1941 Mack #630 and 1954 GMC #1399 will be featured. Streetcar and bus service will begin at 1PM on Saturday and 12:30 on Sunday. Buses will run until 5 PM. A combined streetcar/bus token will cost \$1.00; streetcar tokens will remain at \$.75.

The regular season will begin on Friday May 24. Streetcars will operate into November on weekends only, weather permitting. Starting and ending times will be the same as 1990, including the 1PM start on Saturdays.

1991 will feature the debut of DSR #78 in regular service following a 6 1/2 year restoration effort. Tentative plans are to run #78 on Mondays, Tuesdays and Wednesdays, and as the second car during two-car operations.

Also new will be the Linden Hills Depot, featuring a full array of



Cathe Mizell and Ian Fairnie on duty at Lake Harriet. Louis Hoffman photos.



souvenir items and historical displays arranged by **Mike Buck**. The depot will be open during all streetcar operations. Souvenir sales will occur only when it is staffed, which should be Friday-Sunday and on holidays. More station agents are needed. If you would like to volunteer, call **Louis Hoffman** at 788-7755 (evenings and weekends).

Third Annual Open House on May 29

CHSL will hold its third annual open house on Wednesday, May 29 from 4:30 to 8:30 PM. Featured will be the formal debut of car #78, plus free streetcar rides, refreshments and carbarn tours. Previous open houses have been a good way to raise our visibility among Linden Hills residents and businesses, public officials and the press. The last two years have seen newspaper and television coverage.

Members are encouraged to attend—and bring your families and friends. CHSL volunteers are encouraged to come in uniform.

Three New Exhibits at the Depot

Traction Division Curator **Mike Buck** is busy preparing three exhibits for the display cases in the new depot. The plan is to change exhibits

annually. 1991's are entitled "Down by the Station", "Transfer on the TCRT" and "Re-creation of a Streetcar".

"Down by the Station" will be a collection of scenes depicting life at the TCRT's carbarns. "Transfer on the TCRT" will be a collection of more than six decades of streetcar transfers in the Twin Cities. "Re-creation of a Streetcar" will document the 6 1/2 year restoration of #78.

Finally, there will be a Members Corner in which members' photography will be featured. Call **Mike Buck** at 831-5977 for details.

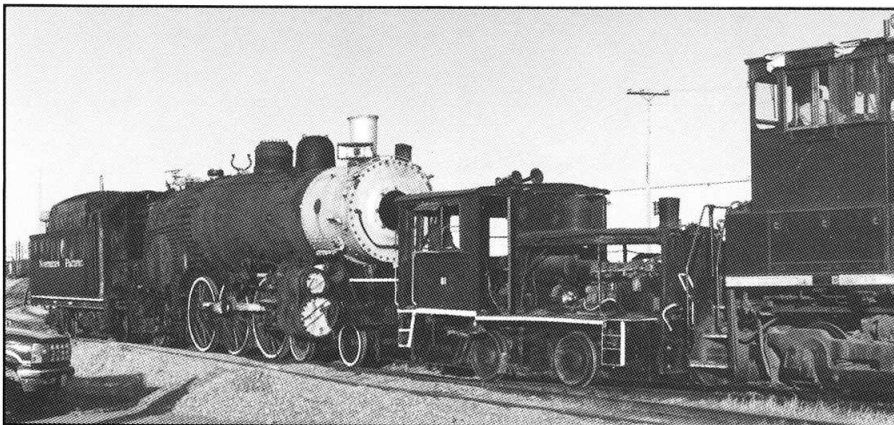
Do Your Shopping at the Depot

If you don't know what to get for that hard-to-shop-for member or favorite traction aficionado, the Linden Hills Depot may have just what you need. The ticket counter/souvenir shop will be staffed Friday through Sunday and on holidays. Telephone 935-3716 to make sure (in case there aren't enough volunteers).

In addition to the postcards and historic brochures currently sold on board the cars, the depot will stock a wide variety of items, including the long awaited CHSL T-shirt (\$10.50). All proceeds support the Traction Fund.



Progress on car #78 is now measured in details. Note the new headlight and the blank destination sign board. Louis Hoffman photo.



In further preparation for its eventual move to Jackson Street, NP #2156 was reunited with its tender and smoke box cover in December. Plymouth #61 was towing the steamer when it stalled and had to be helped by one of the Commercial's diesels. Art Nettis photo.

Gordons Retire as Charter Schedulers

Jack and Ione Gordon have retired after four years of yeoman service scheduling streetcar charters. The Traction Division appreciates their hard work at a thankless task.

Charter business has grown tremendously over the past few years—there were nearly 100 charters in 1990. They brought in about 10% of CHSL revenue.

The Gordons will be replaced by Jean Villardson, who will also begin her second year as a streetcar operator. Pat Harvey will continue to handle payments and issue cash receipts. The new charter phone number is 754-0303.

Charter Discount for Members

Special low charter rates are now available to MTM members and CHSL volunteers. The member rate is \$30 per half hour. The CHSL volunteer rate is \$20 per half hour. The normal rate for the public is \$40.

More Premiums for PCC Fund Donors

More wooden destination boards have been unearthed at the carbarn. One of each is being preserved. The rest are available as premiums to PCC Restoration Fund donors.

The signs include, "To Brookside/To Beacon", "To 54th St." and "Pay Enter, Front Entrance". They are available for a donation of \$60, or two for \$100 or three for \$125.

Still available are the 1950 TCRT "Trainmen's & Bus Driver's Guide" for a \$25 donation, and the "Entrance/Exit Only" signs for a \$60 donation (or both for \$75.). Send your checks to MTM PCC Fund, 4707 Lyndale Ave. N., Minneapolis, MN 55430.

RAILROAD REPORT

Equipment Sales and Rentals

MTM continues to dispose of surplus equipment and put underutilized assets to work. Here are some of the deals that are pending.

The Board has approved the sale of Soo Line water tender #4056 to the Province of British Columbia for \$8000. Originally built at Shoreham Shops, it trailed a Class N 4-8-2, and

was later put into work train service. Acquired by MTM in 1985, along with four smaller water tenders, it has sat at the Arsenal ever since. It was originally planned to have it accompany the Royal Hudson to Railfair in Sacramento, but that fell through. Nonetheless, they still intend to buy it.

Little Plymouth gas locomotive #61 has been approved for sale, although no firm deal yet exists. The Plymouth had been MTM's shop switcher at Como Shops and at the Minnesota Commercial roundhouse. Its small size allowed it to squeeze onto the turntable with another piece of equipment. Since the arrival of NSP 45-tonner #5, we have had a much better shop switcher and the Plymouth has been surplus.

The Goldfine family of Duluth has been selected to run the North Shore Scenic Railroad. They already own motels and the harbor tour boats there. Their search for equipment brought them to MTM. They will be leasing passenger cars and MTM is one of the places they have been shopping. Candidates include Great Northern parlor Twin Ports, DM&IR coach #30, GN baggage car #480 and CB&Q North Coast Limited coach #598. All have been in dead storage for years.

If the deal goes through, the Goldfines will repair the cars, and how they do it must be approved by MTM. The cost of the repairs will be applied to the cars' rent. Depending on the length of the lease and the



Old and older—#328 meets the Zephyr dinner train at Summit in Oct. 1990. Benn Coifman photo.

condition of the car, MTM will eventually receive cash revenue. The deal works well for both parties. The Goldfines spend less than they would to rent other cars. MTM gets equipment repaired at someone else's expense and years sooner than if we had to do it ourselves. At the end of the lease, we will receive back operational cars.

MTM has been selling surplus brake parts through Pittsburgh Air Brake. There has been a combination of cash sales and swaps for brake work on MTM's equipment. The value to date has been several thousand dollars in cash and trade-offs.

Credit for all the above deals goes to **Steve Sandberg**, who has been designated by the Board to be MTM's equipment dealer. Revenue goes into the MTM Endowment Fund. Equipment still for sale includes diesels #101, #103 and #104, the GN heater car, and all the remaining Soo Line water tenders.

Big Turnout for Code Classes

Every two years Ward Gilkerson teaches the General Code of Operations to members who want to crew at Stillwater. This year about 35 members took the course. It has been simplified to reflect S&StP operating conditions and no longer includes sections on CTC and Automatic Block Signals.

At present there are twelve members qualified as engineers and 19 as conductors. There are about 15 student brakemen. The job of diesel fireman has been eliminated. The second person on the engine is either a student engineer or a brakeman.

In addition to the code classes, an air brake and train handling course was taught in March. Brakeman's training will be held at Jackson Street Roundhouse on April 27 at 9:00 AM. It will feature real switching.

1991 Railroad Budget

The 1991 Railroad budget has been approved. Ridership on scheduled trains is projected to be the same as 1990. This is a conservative estimate and with luck there will be an increase. There will

be a fare increase. Adults and seniors will go up \$1.00, to \$7.00 and \$5.00 respectively. Children will stay at \$4.00. This is the first increase since operations began in 1987 and these fares are typical of rides such as ours. Charters are expected to double.

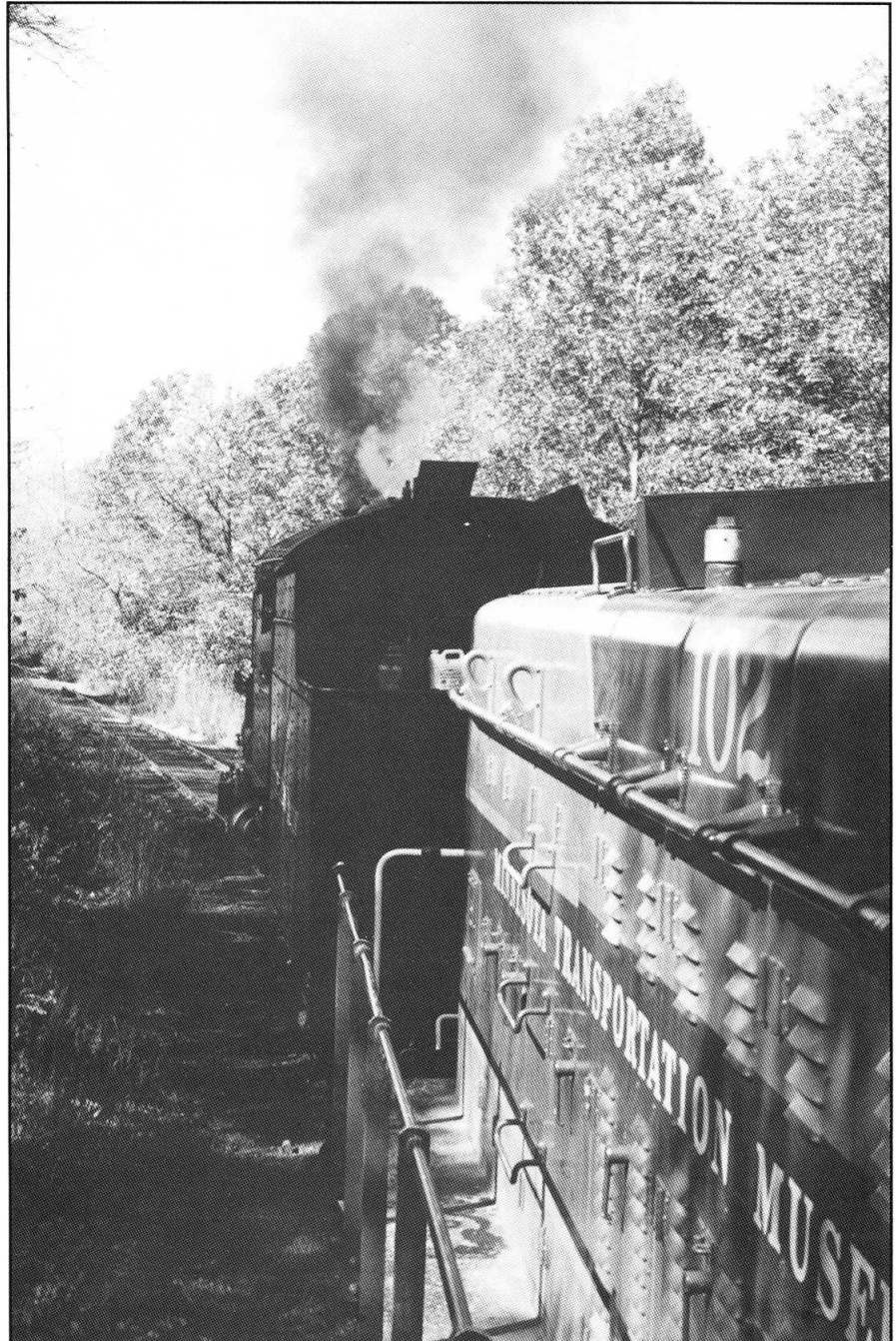
Dinner train revenues were down in 1990. Zephyr ridership was down and they ran fewer trips. The budget assumes that the 1990 level will continue.

There are three major new

expenses for 1991. \$20,000 has been set aside for the Save Stillwater fund. Hopefully, the money will not have to be spent, but it's there in case we need to go to court.

\$10,000 has been allocated toward the Jackson Street mortgage principle. Basically, **Art Pew** has been giving the railroad a free ride at Jackson Street and some contribution is appropriate.

\$20,000 has been budgeted as Railroad's share of the paid General



Seven cars is more than one engine can handle on the S&StP's big hill. Here, #328 doubleheads with #102 up Browns Creek ravine. Art Nettis photo.



This is the real Northern Pacific #105, shown in 1964. It's an NW2, while MTM's engine is an SW1200. Fred Zubrycki photo.

Manager. Please note that this person will not be hired until the Washington County situation resolves itself. A one-time charge will be taken against the 1991 budget in the form of carryover money to fund the first quarter of 1992. This recognizes the reality of MTM's minimal winter cash flow. The 1992 budget will not have this burden.

Clearly something had to give, and that something is track. MTM spent over \$75,000 of maintenance of way in 1991. The railroad is now mostly up to class II standards. The 1991 budget will be \$20,000. This is

tight, and will be barely enough to stay even. Some maintenance may have to be deferred, and some slow orders may appear. However, until the Washington County situation is resolved, the Board is reluctant to put money into track.

Changes Coming

1991 will see a number of small changes in the operation. Trains will be stored in the Stillwater yard on Saturday nights. This will eliminate one non-revenue round trip per weekend, and save fuel, plus wear

and tear on the crew and equipment. We are trying to get permission from the Minnesota Commercial to keep the train downtown all summer, but as of this writing there is nothing to report.

There will be a new employee timetable with some simplified instructions, a revised instruction book for car attendants, a new handout for passengers, new postcards and hopefully a souvenir booklet to sell. Dean Thilgen is working on the booklet.

There is \$1000 in the budget for car cleaning. The equipment interiors got a little dingy last year. If necessary, a housekeeping firm will come in regularly.

Last year all ticket agents were paid. This year we will try to work in some volunteers to save a little money.

One-way tickets will be sold for the first time. Now that the DNR trail is to be paved through Duluth Junction, there may be some bicyclists to carry up the hill from Stillwater.

1991 Railroad Officials

Although some of the names remain the same, there are new faces in the railroad hierarchy this year. Officials include:

General Superintendent-
Nick Modders
Dir.- Training & FRA Compliance-
Ward Gilkerson
Road Foreman of Engines-
DuWane Shogren
Trainmaster-
Art Nettis
Station Master-
Casey Johnson
Passenger Service Superintendent-
Tom Neuhaus
Director of Crew Scheduling-
Mort Jorgensen
Mechanical Superintendent-
Steve Sandberg
Diesel Foreman-
Scott Heiderich
Coach Foreman-
Dick Fish
Steam Foreman-
Steve Sandberg
Store Keeper-
Richard Kasseth
Communications Equipment
Hudson Leighton



Hooping up train orders and mail bag pickups were demonstrated simultaneously at Oak Glen in 1990. Here Bob McNattin holds the fork. That's his son Andrew in the cab with Ward Gilkerson. Bill Marshall photo.

Motor Vehicle Maintenance-
Tony Becker
Maintenance of Way Supt.-
Tom Dethmers
Track Supervisor-
Mort Jorgensen
Chief Signal Engineer-
Bill Marshall
Loss Prevention-
Hudson Leighton

Maintenance of Way Activities

The M of W crew does all sorts of small, necessary jobs that add up to a lot. Here's a list of their accomplishments during 1990.

- Replaced about 60 ties by hand.
- Cut and cleared a lot of brush and weeds.
- Replaced the "Station 1 Mile" sign north of Stillwater.
- Tightened track bolts as needed.
- Inspected track on a regular basis.
- Built the Duluth Junction loading platform.
- Dug out ditches to improve drainage.
- Repaired and maintained speeders, carts and the tamper.
- Installed steps and a new door on the tool boxcar.
- Sorted track materials at Countryside and disposed of scrap.
- Cleaned and inspected culverts.
- Maintained the mail crane.
- Planted 500 tree saplings at Summit.

For 1991, priorities include making milepost and half-milepost signs, rebuilding a second speeder, getting an MTM member certified as an FRA-approved track inspector and adding a small stub track at Countryside just for M of W storage. Last year a Boy Scout troop helped with tie replacement, and **Mort Jorgensen** hopes to do it again this summer. Work sessions are Tuesday evenings and Saturday mornings at Countryside.

You Choose the Color Scheme

MTM's 45-ton GE center cab locomotive, Northern States Power #5, needs a coat of paint. At present it wears a battered dress of plain dark blue. It has become the custom of railroad museums around the country to adorn a diesel with the

paint scheme of a different railroad, provided it owned a similar engine.

The Editor knows of GE 44-tonners employed by the St. Paul Union Depot Co., the Milwaukee Road, the Soo Line and Central Warehouse Co. Perhaps there were others. What then to paint #5? That's up to you.

Vote for your favorite paint scheme by sending \$1.00 to MTM Color Scheme, 4707 Lyndale Ave. N., Minneapolis, MN 55430. The scheme that piles up the most dollars wins. And, unlike a normal election, you can vote as many times as you wish. That's right—we invite you to buy the election.

Stillwater Buys Part of BN Yard

In a deal that will be closed shortly, the City of Stillwater has purchased a large portion of the Stillwater yard from the Burlington Northern. The sale includes the entire area bounded by Chestnut St., Water St., Mulberry St. and the St. Croix River. It includes the land under Hooley's supermarket, the BN yard office, and the S&StP loading area.

As part of the deal, all but three tracks will be removed from the new city property, but the north half of the yard will remain intact. The city's eventual goal is to slim down to a single track, which will serve as MTM's rail connection to the outside world. Our operations will move up by the Zephyr. The displaced yard trackage will be converted to a parking lot.

What does this mean for the museum? That is unclear at this time. The city has included MTM and the Zephyr in its downtown plan, but our boarding site near Hooley's is clearly on borrowed time. There is certainly the possibility of sharing the dinner train's proposed new depot, but no formal discussions have taken place yet. Another uncertainty is storage trackage for S&StP equipment.

For the present, the yard will continue to be serve primarily Andersen Window cars. The operations of the Minnesota Commercial will continue unchanged.

THE VAGABOND WHEEL RETURNS

-Eric Sayer Peterson

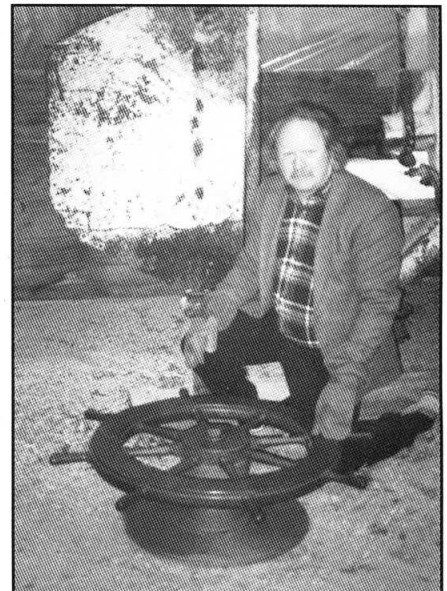
Editor's note: Mr. Peterson has just donated the wheel from the TCRT streetcar boat Hopkins to MTM. This is how he came to have it.

When the Hopkins, last of the streetcar boats, was scuttled in 1949, she was sent to the bottom without her ship's wheel. No one in the scuttling party seemed to know what happened to it and no one much cared. Now the story can be told.

When they were built in 1906, each boat was equipped with a large ship's wheel, mounted inside the forward end of the enclosed passenger cabin. They were handcrafted with eight oak spokes, an oak hub and maple felloes. They measured 42 inches across. To the back was attached an eight inch diameter drum that held the coiled steel cable used to turn the rudder.

After the other boats were sunk in 1926, only the Hopkins remained. Sold to the Blue Line and renamed the Minnetonka, it was repainted white and ran in charter service out Excelsior until 1949, when the owners decided to dispose of it.

When the local newspaper heard



Eric Sayer Peterson with the wheel from the streetcar boat Hopkins. Leo Meloche photo.

of the plans to scuttle it, they ran an article outlining its history, and published the date it was to be sunk. The author's parents, **Richard (Pete)** and **Jane Peterson** of Excelsior, saw the notice in the paper and decided to "rescue" the boat's wheel. They enlisted the aid of a school friend named **John Reed**. The trio decided to make their move under cover of darkness. They gathered all the tools they thought they'd need, climbed into a car and drove off toward the boat.

The Hopkins was moored to a buoy off Fairhaven, a little north of the Old Log Theatre. It was just offshore near the spot where the Minneapolis & St. Louis RR ran along the lake. There were no houses along the shore at that point, so work could be carried out without alerting the locals. The three adventurers parked some distance away and walked to the nearest point. The plan was to commandeer a rowboat. Pete and Jack would row out and remove the wheel while Jane kept a lookout.

Everything went smoothly at first. They found a rowboat, made their way to the Hopkins and commenced work. The large bronze hub nut and washer that held the wheel to its mounting came off easily enough. But then things started getting sticky. The wheel refused to come off its mounting. Pete and Jack had loosened and cut everything they could think of, but still it held fast.

As they continued tugging, prying, swearing and laughing, Jane, on shore, was getting more and more nervous. She expected someone to become suspicious and approach her at any time. Finally she saw the rowboat returning. Pete and Jack were empty handed. But after a few minutes of rest, they decided to try it again, with Jane along to add extra muscle. Because they knew that yanking the wheel off would make lots of noise, they decided to wait for the nightly freight train to come by and drown them out.

The train showed up on schedule at 10:10. As the engine passed, the whistle blew for a grade crossing. With all six hands they grabbed the wheel and pulled as hard as they could. It finally surrendered with much snapping of screws and groaning of wood. They rowed back

to shore and drove away with their prize.

The three friends agreed to tell no one of their escapade. For weeks afterward they checked the papers for a report of the missing wheel. Nothing was ever written. Jane recalls being scared both during and after, and didn't tell anyone for years.

When Pete and Jane got their own apartment, they had a glass top made for the wheel and used it as a coffee table. It moved from apartment to apartment and house to house as the family grew. It was always placed in the living room.

Pete passed away in 1979, and the wheel was handed down to me. I took it with me when I moved to Winona in 1981 and it has been in my home ever since. I've always felt a little guilty about removing it from the Lake Minnetonka area. I considered donating it to some museum or historical society, but couldn't find one that appreciated its significance. That is, until now.

The Streetcar Steamboat Division of the Minnesota Transportation Museum was the organization I had been looking for. Last summer I learned of their efforts to restore the Minnehaha. After meeting with them, I decided to donate the wheel in my father's name. I hope it will inspire the restorers in their work. While the restoration is progressing, I hope the wheel will rally the community support that will be so vital to the project.

Frankly, I have mixed feelings about letting it go. I'll be giving up a piece of family history, but I know where the wheel really belongs. It belongs in the hands of a streetcar boat pilot as he guides his craft across the cool waters of Lake Minnetonka.

STEAMBOAT REPORT

The winter has been spent planning. There was a fundamental question to answer—"Should the Minnehaha be restored to operating condition?". There were two parts to the controversy. Could it be done, and could an operating boat get insurance? Part of the problem has been a lack of expertise within the Steamboat Division. **Leo Meloche** has

looked all over for an outside expert in wooden hull restoration. The trick has been to find a local person. The search ended with **Paul Kotoski**, a professional boat restorer who lives in Hudson, WI. He was recommended by several different insurance companies. Kotoski has assured us that the boat can be restored, despite its current deterioration, and the insurance companies have agreed that insurance will be available.

One of the tricks that Kotoski has shared is an easier way to replace rotted hull ribs. Rather than complex curved cuts that waste lots of expensive wood, he has recommended steaming straight timbers into the desired shape. To accomplish this, **Bob Dumas** is building a steam box. Kotoski will lend us his steam generator. To clear the way for the new ribs, the boat is being further stripped of all mountings and other obstructions.

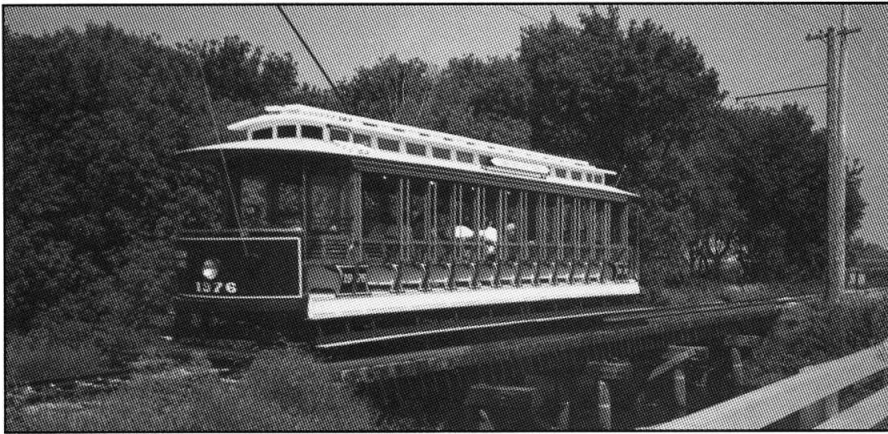
The search continues for a boiler to power the recently acquired steam engine. Meanwhile, other bits and pieces are turning up. There is now an authentic ship's wheel. Two running lamps that had been stored at the Lake Harriet carbarn are now at Excelsior. Somewhere in the boxcars at the arsenal are several upper deck wood benches. The search is on for an appropriate TCRT wood streetcar body to serve as a parts source.

ELECTRIC TRACTION IN IOWA

-George Isaacs

Last fall **Roy Harvey** and I took a trip to Ida Grove, IA to visit the Gomaco Car Co. On the way we stopped in at Clear Lake at the Iowa Trolley Park, operated by the Mason City & Clear Lake Electric Railway Historical Society (MC&CLERHS), and the Iowa Traction Co. at Mason City. From there we visited the Boone & Scenic Valley RR at Boone.

The Trolley Park is a 20-acre site complete with a three-track carbarn located just off Exit #139 (Rt. B35) of I35. Housed in the barn are the following pieces of rolling stock.



Gomaco-built open car replica #1976 in service on the Iowa Traction in 1990. Bill Olsen photo.

#1976, a replica of a 1902 Brill 15-bench open car built by Gomaco. #727, a North Shore Line combine. #3, a Mason City & Clear Lake sweeper.

#20, the body of a wooden ex-New Haven coach that was used as a MC&CL trailer.

A Milwaukee Road open platform steel RPO-combine, identical to MTM's #405.

Operations using #1976 started on Memorial Day weekend and concluded on Labor Day weekend. The car is operated over the Iowa Traction to the shops at Emery and return, about a seven mile trip. The car travels at a gentle 15 or so miles per hour. The rebuilt track still features opposing rail joints, so the car is continually dipping and banging over the joints simultaneously. Scheduled runs are 1:30 PM. on Fridays, and 1:30, 2:30 and 3:30 on Saturdays, Sundays and Holidays. The adult fare is \$5.00. A total of 107 trips were made in 1990, carrying 3200 passengers.

Future plans call for building a 600 volt power supply, a 3800 foot loop of track, and a direct entrance to the Trolley Park from route B35, which is on the south side of the property.

Greg Bacon and Jim Sundberg, both directors of MC&CLERHS, were our gracious hosts during the visit. For more information, write to: Iowa Trolley Park, MC&CLERHS, P.O. Box 956, Mason City, IA 50401.

The trolley park is at the recently reopened west end of the Iowa Traction, where a fertilizer terminal receives jumbo tankers that dwarf

the IT's steeplecabs. There are five of them, but not all are in service. It sometimes takes two to shove a train over the line's ruling grade. When we visited there was no freight activity. A stop at the Emery shops found two full time employees busy at the workbench. Another was doing some track work on a siding one mile to the east. The usual Baldwin-Westinghouse steeplecab was parked near the C&NW interchange, but no cars were spotted there or at the AMPI

milk plant. The level of freight business does not look good.

The Boone & Scenic Valley is a steam, diesel and electric operation of the Boone Historical Society. It operates over 11 miles of the former Fort Dodge, Des Moines & Southern interurban, and includes two high steel bridges over the Des Moines River and one of its tributaries.

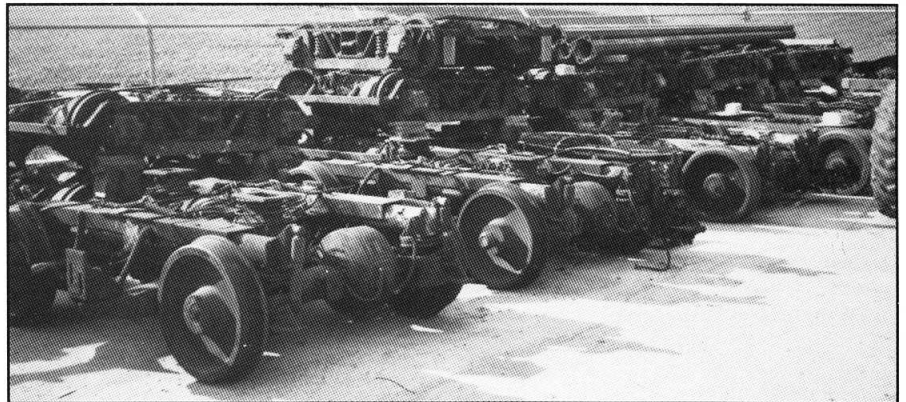
What started as a small diesel operation five years ago is now mature, with a full sized depot, two metal equipment barns and a storage shed. Powered equipment includes three steam locomotives, including one delivered new from China, two diesels, five South Shore interurban cars, two steeple cab locomotives, and ex-Charles City Western interurban combine #50.

Wire has been strung over .8 mile of track, extending east from the shop and depot area to downtown Boone. This portion is not yet in regular service. Power comes from a two-car portable substation containing a rotary converter, transformer and switch gear.

Trains run from Memorial Day

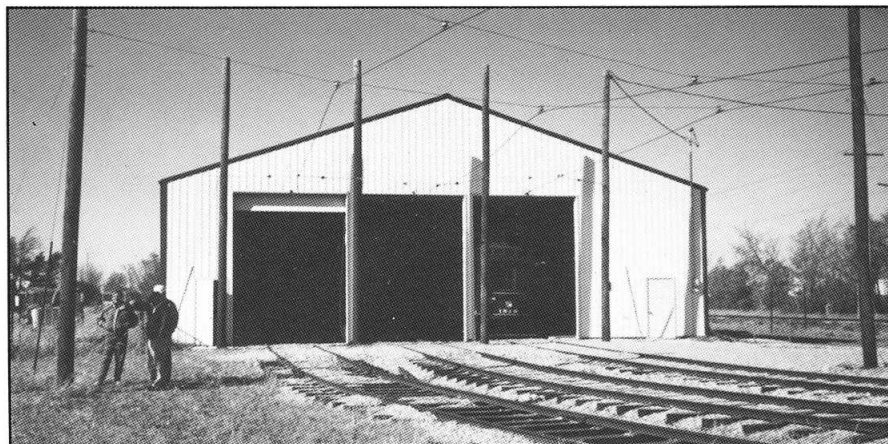


Carbodies and trucks are stockpiled at Gomaco. George Isaacs photos.





Compare the interiors of MTM's PCC #322 (above) with a CTA 6000-class rapid transit car (below). Pretty similar, eh? MTM will use CTA parts from Gomaco to restore our PCC's. George Isaacs photos.



through October 31. There is a 1:30 PM trip every day and additional 11:00 AM and 4:00 PM trips on Saturdays, Sundays and Holidays. The fare is \$10.00 for adults and \$4.00 for children age 5-12 on steam trips and \$7.00 and \$3.00 respectively on diesel trips. In 1990 they carried 45,000 passengers.

For more information write to: Boone & Scenic Valley RR, P.O. Box 603, Boone, IA 50036.

As you approach Ida Grove from the east on Hwy. 59/175, you will recognize the uniqueness of this community. There is a Camelot appearance to some of the buildings. Castellated towers, turrets and spires adorn the structures along the highway.

The primary business of Gomaco is designing and building concrete paving and slip forming equipment. As a sideline, the company successfully bid on and constructed two replica open cars and one closed car for the National Industrial Park in Lowell, MA. It has since grown into a full fledged business. Our host was their Manager, John Kallin, who gave us a two hour tour.

The first stop was a stockpile of three Melbourne, Australia W-2 streetcar bodies and 10 Chicago Transit Authority PCC L cars, affectionately called Spam Cans. It was the latter group that we came to see. They were built by St. Louis Car Co. using trucks, motors, control components, seats and side panels from scrapped Chicago PCC streetcars, that were retired young when the streetcar system was abandoned in the 1950's. The windows (both standee and lower), seat frames, ceiling lights and window mechanisms are identical with those in MTM's TCRT cars #322 and #416. Kallin indicated that it should be possible for us to acquire needed parts when the bodies are scrapped out.

Our next stop was the carbarn where a beautifully restored Melbourne car awaited us. There is no overhead on the short siding, but a work flat-mounted diesel generator set a la our old "Goat" was ready to give us a spin. Both Roy and I were

The Iowa Trolley Park carbarn. Roy Harvey talks to Greg Bacon and Jim Sundberg. George Isaacs photo.

invited to run the car. The interior was beautifully finished in varnished natural wood, as they were when I rode them in Australia.

A building adjoining the carbarn housed an extensive collection of restored automobiles from the 1920's through the 1950's. Gomaco's founder, Harold Godbersen, believed in preserving transportation history.

We then visited the trolley company's main building. It houses a woodworking and pattern shop, a brass foundry, an upholstery shop, and an area large enough to accommodate a streetcar for interior and exterior work. At the time of our visit they were making brass castings, and upholstering seats with rattan for four Brill-style closed cars. They will run between downtown Portland, OR and Lloyd Center over Tri-Met's LRT trackage.

Outside are stacks of W-2 Baldwin-style trucks and PCC trucks. The Portland cars will have PCC trucks and control systems as Tri-Met requires magnetic track brakes for the seven percent grade leading to the Steel Bridge over the Willamette River. The CTA controller will be disguised to look like the "K" type controllers on #1300 and #265.

Our final stop was the main plant where Gomaco fabricates their concrete paving machinery. There we saw the first Portland car in the early stages of construction. All structural members are steel. The cars will be built like tanks, and any automobile that hits them will come out second best.

WAYWARD STREETCARS

Editor's note: Member Fred Zubricki contributed these two stories from the Minneapolis Star.

Dec. 31, 1935

There's one streetcar motorman in Minneapolis who knows a lot more about carlines today than he did yesterday—but wishes he didn't.

The motorman in question took the Bloomington-Columbia Heights car on an entirely unpremeditated tour of a considerable portion of the street railway system at a time when he should have been transporting

passengers to their south Minneapolis destinations.

The trouble all started when he missed a turn at Fourth Street and Second Avenue South.

Now normally, southbound Bloomington cars turn east at that point. But the motorman, who operating a one-man car, kept right on down Second Avenue.

Quickly informed by knowing passengers of his error, he tried to turn east at Fifth, Sixth and Seventh Streets, but there was no way to do so. At Eighth Street the tracks turned west instead of east, so he gave his 55 passenger emergency transfers to get them back to the right line, and started out in earnest to find his way back to Fourth Street.

Over Eighth Street he went, out Seventh Street N., then up Emerson Avenue N. At Broadway he switched his car eastward to Washington, where he turned south.

Finally reaching Hennepin Avenue, he turned left across the Mississippi River, and spotting the east Hennepin car barns, swung in and gave up. They weren't the car barns he should have parked his car in—but it was any haven in a storm.

Street car officials, properly amazed at the exploits of the motorman, said they planned to keep him at work. The man, they said, was a beginner, had been ill for two weeks recently and "probably did not have a chance to pull himself together."

Jan. 26, 1936

It happened again Saturday night.

Street car company supervisors had to go on a hunt for a missing piece of their rolling stock which became lost not far outside the loop. It was streetcar No. 1328, to be specific, with operator No. 419 as the skipper.

Shortly before midnight, after a two-hour tour of south Minneapolis, car and pilot showed up at the east side car barns, and there were congratulations all around.

The car had started out as a Bryant-Johnson somewhat after 9 PM. There was some doubt as to what it might have been designated at the end of the ride.

With a "fill-in" man at the helm, it had gone southbound through the loop on Hennepin Avenue. Aboard

was a heavy complement of passengers, estimated to number 80 in all.

At the juncture of Lyndale and Hennepin Avenues on Lowry hill, hard by the statue of the founder of the street car system, there is a switch which sends Bryant-Johnson cars south on Lyndale, but allows Oak-Harriet, Como-Harriet and St. Louis Park cars to pursue their normal and accepted routes along Hennepin Ave.

Car No. 1328 went the way of all Comos and all Oaks, and in less than a block the passengers began to clamor.

"Why don't we go down Lyndale?" they demanded of the pilot of the one-man car.

He was quick on the reply. "This car," he said, "has been running on Hennepin for a year and a half, and we're not going to change things now."

Passengers crowded to the front of the car and solicitously inquired if the skipper was lost. He said that he wasn't. And that was that.

There were a number of young bloods aboard and, in the ebullience of youth, they made snide remarks about motormen needing bird dogs as guides, about publicity-seeking motormen starting Cook's tours without authorization of the business office.

It was not long before it became apparent to all concerned that things were in a pretty mess. From Franklin to Lake Street the pilot had to suffer silently under the remarks of the crowd behind him. There was no place to turn off, eastward, until Lake Street was reached.

There, the motorman tried to get his car around the corner and onto the Selby-Lake line where, eventually, he could get back to where he belonged. But it was no go. The switch was frozen solid. Worn out, the skipper punched out emergency transfers for 65 of his passengers. The others preferred to stick it out with this car if it took all night.

So on went car No. 1328, across Lake Street, west on 31st and onto the right-of-way, the scenic route along the east shore of Lake Calhoun and west shore of Lake Harriet. Eight passengers were still on the tour.

By this time company supervisors

had heard of the meandering of the vehicle. They had got an excited call from Lake and Hennepin, so, knowing the general direction in which the car was headed, they began to hunt.

Still on the right-of-way, and with an Oak-Harriet right behind, car No. 1328 advanced westward to Xerxes Avenue South. And here the operator tacked and headed south before a cold wind and 16 below. At Xerxes and 50th Street the course led eastward. There was no other way to go.

On, eastward, past Upton, Sheridan, Penn, with an Oak-Harriet car still behind. And then Bryant Avenue and another tack—northward. Here was the line on which the car should have been operating. No longer did the car signs belie destination. So car, motorman, and a few remaining passengers reached Lake Street, turned east to Lyndale and then north on Lyndale.

At Lowry hill the loop around south Minneapolis had been made complete. Street car history had once more been made. At the east side carbarns the motorman turned in tokens and report, took the handshakes of fellow workers, and then went home and to bed.

Officials of the company said the status of the employee was in no way impaired. Since the car had been full of passengers, they said, there was no basis for any belief that the motorman might have decided to try another line to drum up a better business.



The North Shore RR and a new bike path share the right of way along the lake east of downtown Duluth. Note the RDC tucked behind diesel #400. Art Nettis photo.



RDC car #9169 prepares to make a Two Harbors-Knife River turn. Louis Hoffman photo.

A RIDE ON THE NORTH SHORE RAILROAD

-Louis Hoffman

Art Nettis and I headed north in the early morning hours of August 31, 1990. Our mission: to ride the North Shore Scenic Railroad and return to the Twin Cities in the same day. We arrived at the Duluth Union Depot shortly after 9:00. The North Shore uses the old Amtrak terminal abutting the south side of the transportation museum's train shed and display area. Already, a crowd



A rare treat indeed is newly restored ex-DM&IR solarium #29. Louis Hoffman photo.

had gathered for the 10:00 AM round trip to Two Harbors. Originally, this Friday only service was to be the assignment of Budd RDC-1 #9169. The crowd of more than 300 people made that impossible. It also necessitated a second trip at 4:00 PM to Marble Siding, just short of Two Harbors, returning to Duluth at 6:30. Needless to say, if you plan to take this trip next summer, reservations are a must.

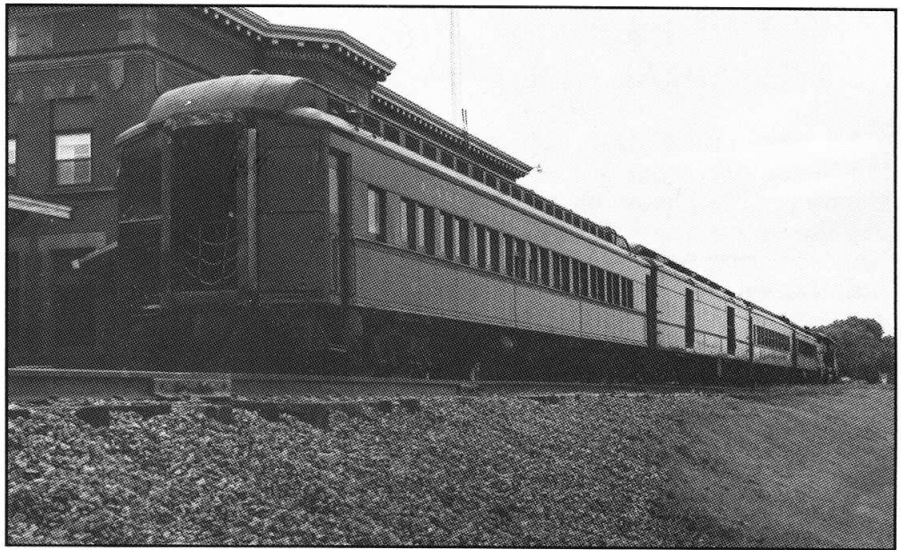
The train consisted of Great Northern SD45 #400, the "Hustle Muscle", the Budd car (which made a side trip from Two Harbors to Knife River during our Two Harbors layover), Lake Superior & Mississippi coach #85 (former DM&IR), Spokane Portland & Seattle baggage car #66 (the concession car), DM&IR coach #33 and recently rebuilt DM&IR heavyweight coach/solarium #29.

Departure came at 10:15. The train first backs up and crosses under I35 onto new trackage realigned around the I35 extension into Duluth's east end. It passes the new Duluth Exposition and Convention Center and the retired U.S. Steel ore carrier William Irvin, itself worth a visit. After passing under Lake Ave., the line hugs the Lake Superior shore for several miles.

It crosses London Road at grade, paralleling Superior Ave. as it passes behind the backyards of Duluth. Careful observers will catch glimpses of the lake and Glensheen Mansion. In the vicinity of Brighton Beach, the railroad crosses the four lanes of Hwy. 61 and passes through woods, offering occasional views of the lake. The train slows as it crosses the many bridges over scenic gorges, allowing the passengers a longer look.

Just south of Knife River, County 61 crosses under the tracks. It is here, where the Knife River meets Lake Superior, that the best views of the lake are to be had. From here to Two Harbors, the route parallels County 61 almost all the way. This is the reason for running the Grandma's Marathon pace train for the first time in 1990.

At Two Harbors, the Missabe's yards are on the right side of the train, which wyes into the old Two Harbors depot. As we arrived, the Arthur M. Anderson of the U.S. Steel



A fine heavyweight consist in Pullman green waits at the Two Harbors depot. The equipment is owned by the Lake Superior Museum and the LS&MRR. Louis Hoffman photo.

fleet was getting underway, full of taconite. This, together with a right-of-way seemingly ballasted with taconite pellets, makes the Missabe's mission clear.

The Two Harbors depot, a substantial two story brick building (with Duluth & Iron Range Rail Road inscribed in stone at the top), now houses the Lake County Historical Society's museum. In addition to a small rail exhibit, it features extensive displays on logging, shipping and other aspects of local history. It's well worth a stop.

Next to the depot is #3, the "Three Spot". Built by Baldwin in 1883, it was the D&IR's first locomotive and was barged to Two Harbors, as the line from Duluth had not yet been built. Across the street is DM&IR Yellowstone #223, built by Baldwin in 1941. Also of interest is the Missabe's "Edna G", the last steam powered tugboat on the Great Lakes.

A word to the wise (and hungry): if you take this trip, eat first and sightsee later. Restaurant tables within easy walking distance of the depot can be rare when several hundred passengers descend at once.

The trip back to the Twin Cities was uneventful, but we would much rather have been riding Amtrak's late Northstar.

ELECTRIC RAILWAYS OF MINNESOTA SUPPLEMENT

Russell Olson published Electric Railways of Minnesota in 1976. Intended to be the definitive work on the subject, he soon discovered that it wasn't. In the years since, he has uncovered much new information, some of which contradicts his earlier work. Ever the serious scholar, Russ has compiled it into a 154-page supplement to the book.

The supplement follows the book's sequence, with references to the original page numbers. Enough commentary is provided to put most of the additions in context. There are nine new map pages, containing 60 maps. Most show track and building details.

There are major additions to the chapters on St. Paul horsecars, Winona and La Crosse, along with new material on the Minneapolis Lyndale & Minnetonka.

So far Russ has made only 50 spiral-bound photocopies. Interested members should contact him. No price has been set, but expect to pay at least \$10.

For anyone truly interested in the subject, the supplement is required reading.

D&NE #29 STEAMS AGAIN

Member **John Hallman** of Madison, SD reports that yet another Minnesota steam locomotive has been restored. Duluth & Northeastern's Army 0-6-0 #29 is running in Madison under the auspices of the Prairie Historical Society, Inc.

#29 was one of an order of 37 built by Lima in 1944 for the War Department. It appears that the locomotive never went into service until it was sold to the Bay Terminal Railroad Co. of Toledo, OH in 1947. It was retired and sold to Iron & Steel Products, Inc., of Chicago in 1955, presumably to be scrapped. Instead, the Duluth & Northeastern bought it in 1956 and ran it until 1964.

In 1969, **Earl Grice**, who farmed near Mankato, bought #29 with the intention of restoring and operating it. For several years it sat on a C&NW (CStPM&O) spur track next to Hwy. 169 just west of Mankato. Later it was moved to

Grice's farm, but never operated.

In 1976, the Historic Dakota Central Railroad Co. purchased #29 from Grice, and ran passenger service over four miles of the Milwaukee Road from Junius to Prairie Village, SD. This was part of the Austin-Wessington Springs line. Due to financial difficulties the operation lasted only one year, and the railroad itself was abandoned in 1980.

In 1987 the Prairie Historical Society took ownership of #29. The village is a collection of historic buildings and a steam threshers group located two miles west of Madison. Trains run as part of the annual Threshing Jamboree Days on the last weekend in August before Labor Day, although there are plans to run more often this year.

The society was able to obtain track material from two abandoned Milwaukee Road branches. They built a 1.5 mile circle that features a three percent grade. One side of it is on the ex-Milwaukee right of way.

There is a second operational engine, a narrow gauge 0-4-0T built by Orenstein & Koppel of Germany

in 1927. It was also purchased from Grice. It runs on a smaller circle of track.

The group has several other pieces of rolling stock, including a Santa Fe express reefer converted to a passenger car, a 1926 GATX tank car, a NP steel Russell plow, a CB&Q burro crane, a steel Illinois Central caboose and three Rock Island steel cabooses (temporarily stored off-site). There is also a most unusual piece—an 1893 wooden chapel car, once owned by the American Baptist Publication Society. Restoration of the truckless body has begun. Volunteers are currently making pews.

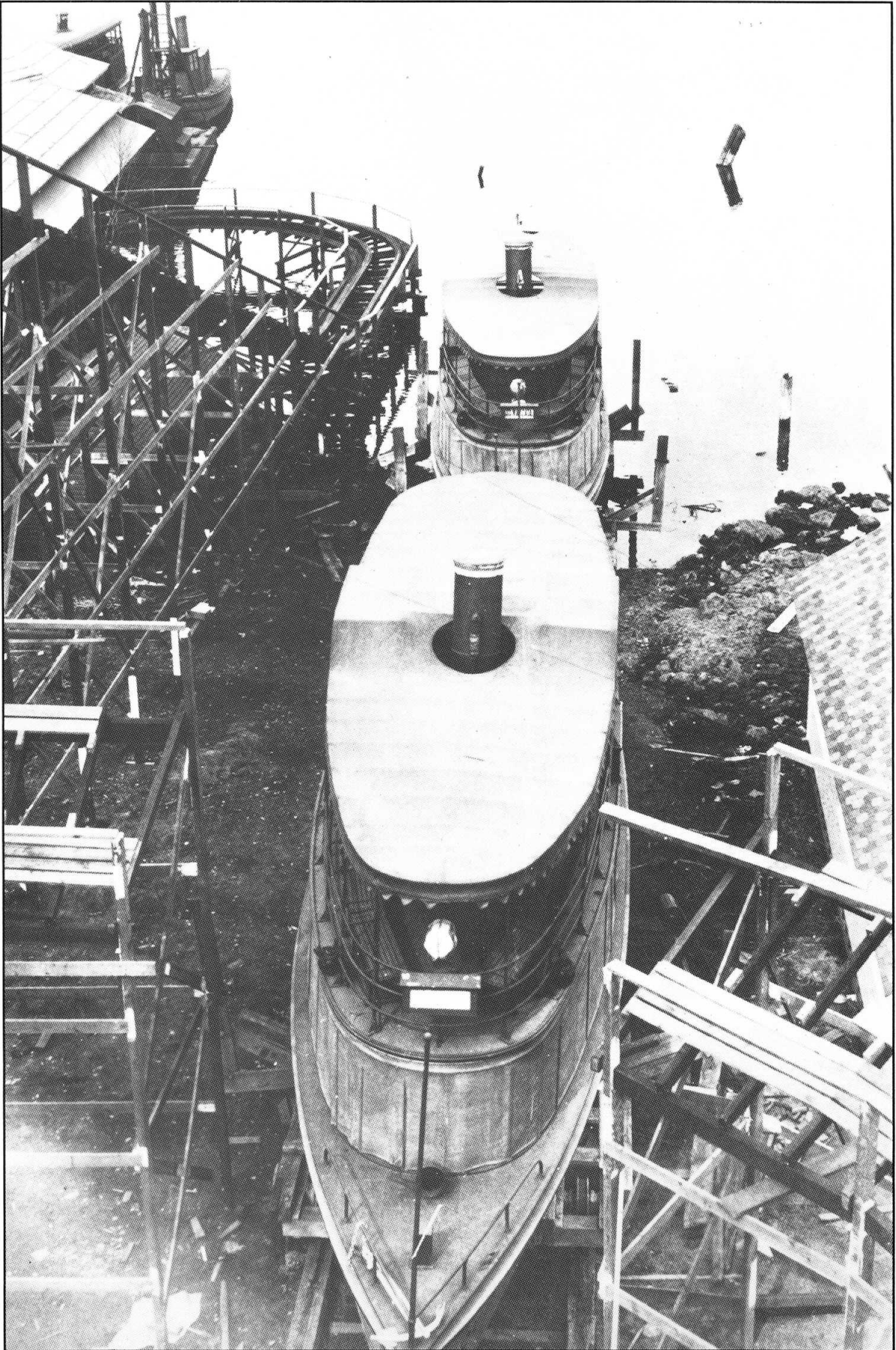
Another recent acquisition is the Omaha Railroad's turntable from Sioux Falls. It will be installed in the future. There is also a Milwaukee Road depot from Junius.

Hallman adds that one of #29's sister engines from the same order saw service as Minnesota Transfer #480. The Transfer also owned five slightly different Army 0-6-0's built by Alco.

Opposite Page - Each winter the streetcar boats were hauled out of the water on steel wheeled dollies and boarded up. This may be the last time, because the Excelsior Amusement Park's roller coaster has been built and there was only a one year overlap before the abandonment of service in 1926. That may be the TCRT-built tugboat Hercules at upper left. Darel Leipold collection.



D&NE #29 climbs the 3% grade at Prairie Village, SD in Aug. 1990. John Hallman photo.



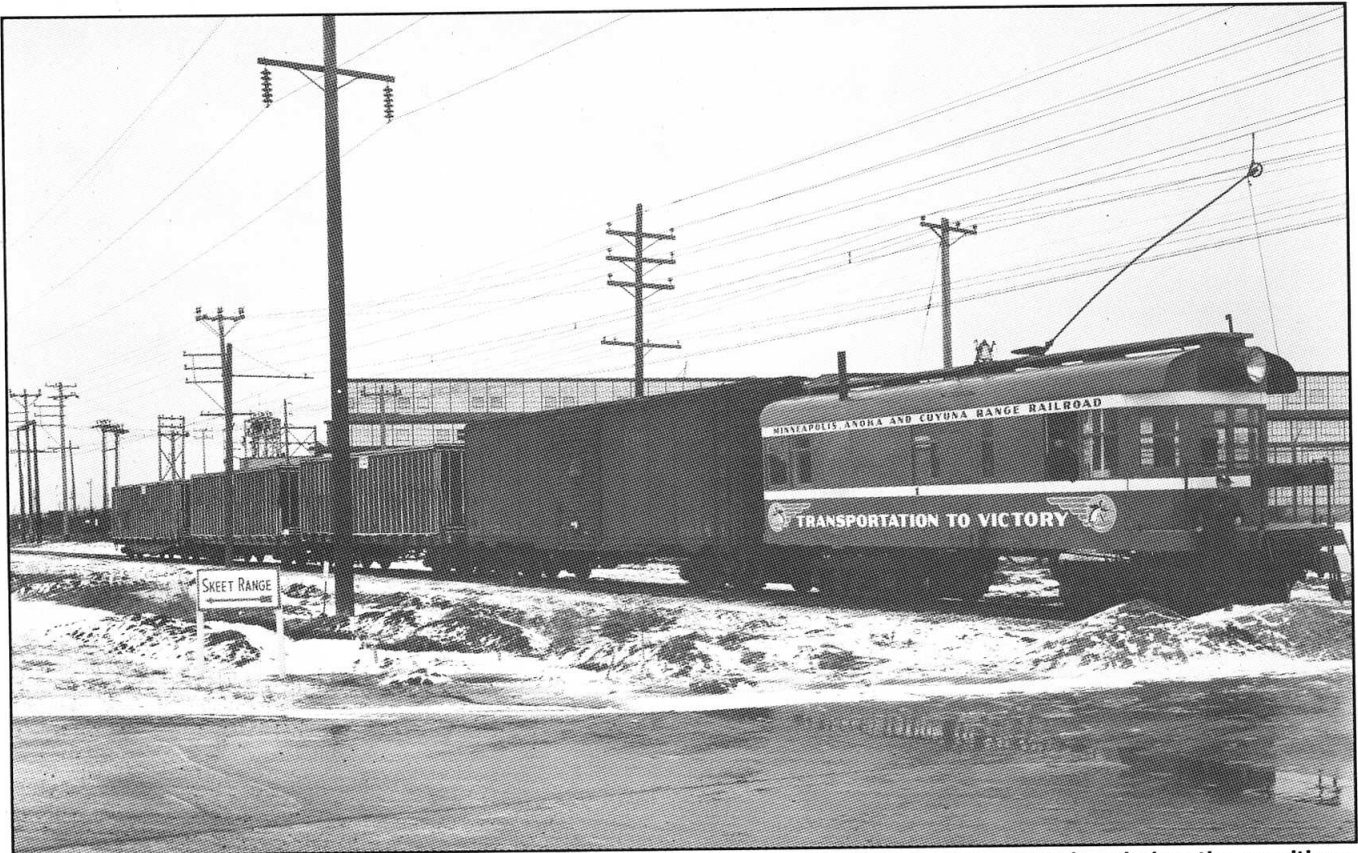


Plant workers transferred to TCRT's 2nd St. line at 30th & Marshall NE. Northern Ordnance built a concrete waiting shelter and short track extension. Tom Desnoyer photo. Bill Olsen collection.

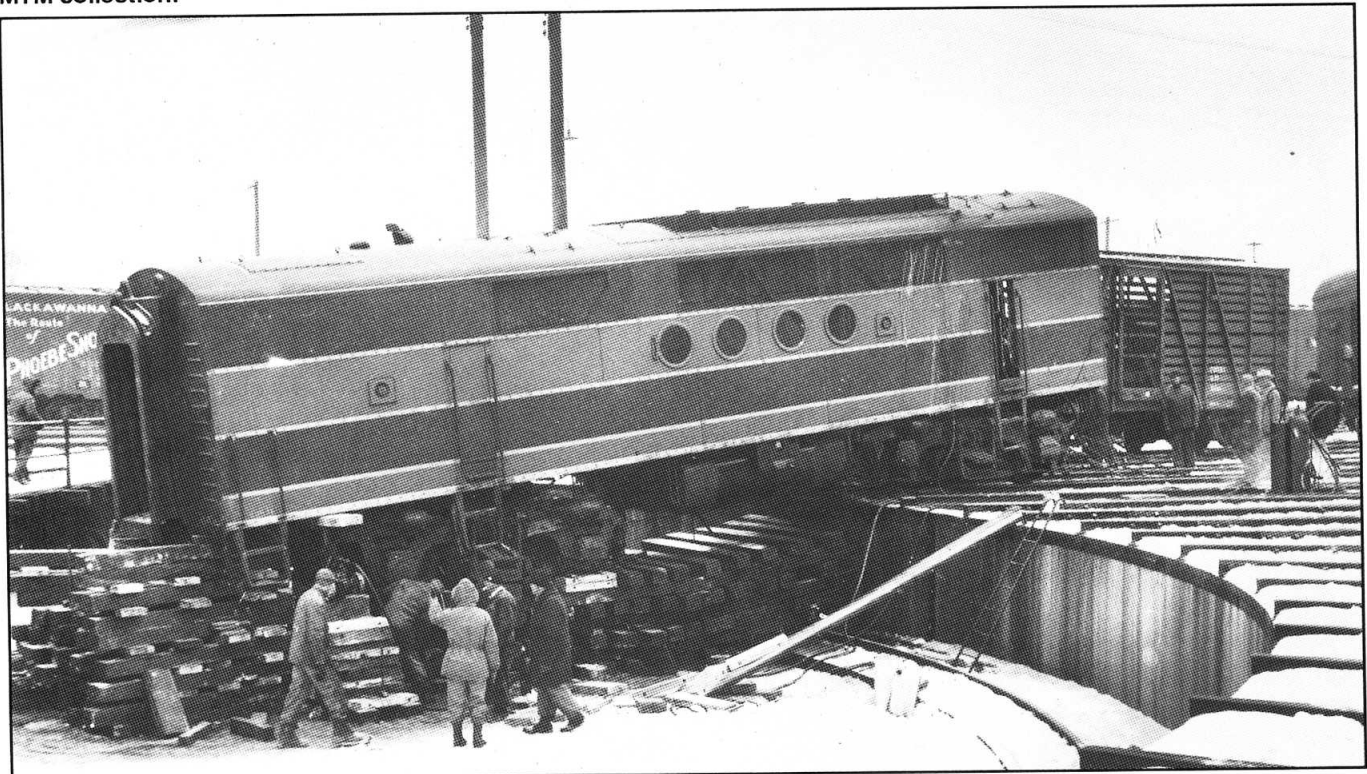


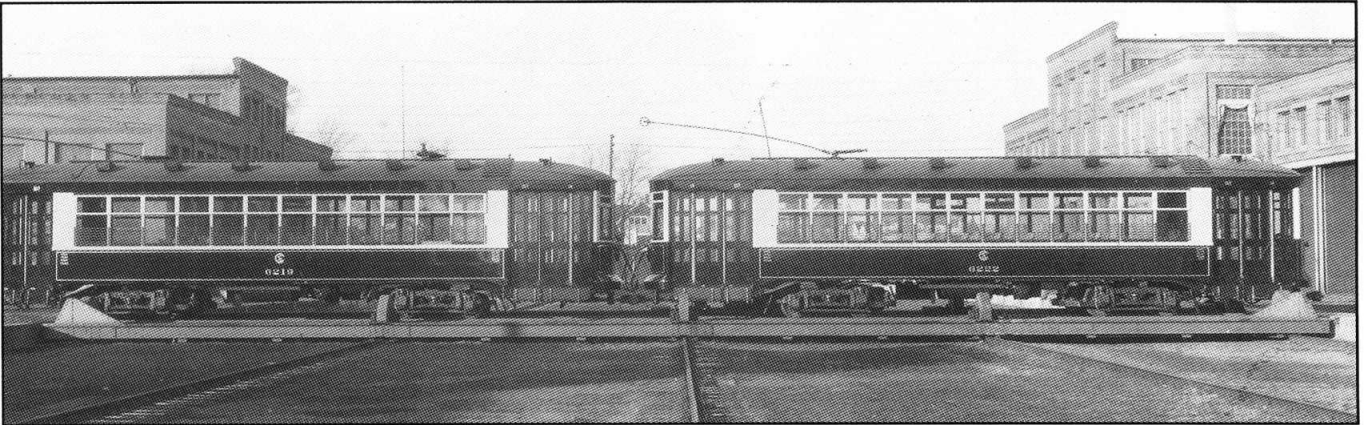


Northern Ordnance Co. bought the southern two miles of the Minneapolis Anoka & Cuyuna Range in 1943 to serve its new Fridley munitions plant. Three passenger cars, originally built by TCRT for the MA&CR, were shipped to Snelling Shops to be overhauled and double ended. On Oct. 10, 1943 the cars were launched by WAVES with champagne bottles. Northern Ordnance photos. MTM collection.



Also restored was #100, the ex-Dan Patch gas electric loco now owned by MTM. In March 1944 it switches the munitions plant. Northern Ordnance photo. MTM collection.
As long as there are turntables, locomotives will fall into turntable pits. If no track is available nearby to spot the big hook, here's how you get one out—with jacks and cribbing. This Great Northern FTB took the plunge at Minneapolis Junction. MTM collection.





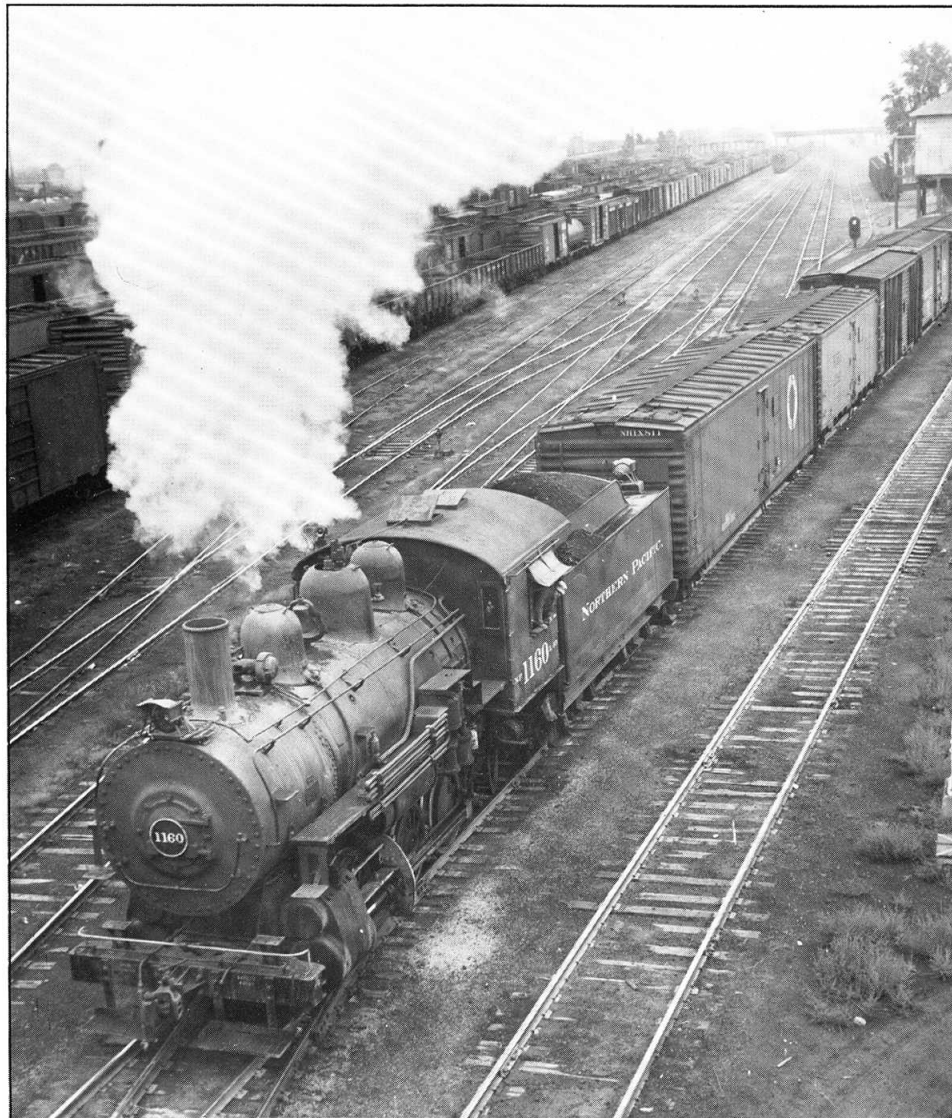
In 1924, TCRT subsidiary The Light Weight Noiseless Electric Street Car Co. built 50 car bodies for Chicago Surface Lines and combined them with Brill trucks and electrical gear. #6219 and #6222 are shown on the Snelling Shops transfer table, ready to go to Chicago. TCRT photo. Bill Olsen collection.

Massive O-8 mike #3396 brings some noise and soot to the lake front as it passes the Wayzata depot in 1955. John Malven photo. Ray Norton collection.





Above-A four-crane salute at the Minnesota Dakota & Western's International Falls roundhouse in 1945. The three large clam shells were designed to handle logs. Fred Zubrycki collection.



Left-NP 0-6-0 #1160 lugs a cut of cars into Northtown yard from the south. Ray Norton collection.

Opposite Page Top-Miloma got its name from the two railroads that cross there. The Milwaukee's Austin-Wessington Springs mixed prepares to bang over the Omaha's Mankato-Sioux City line, probably in the early '60's. Jackson County Historical Society collection.

Opposite Page Bottom-Alco #576 steps gingerly down the Great Western's Cannon Falls-Red Wing line in 1971. The Milwaukee Road once built its own parallel line on the opposite bank of the Cannon River as a territorial ploy. It was abandoned in 1935 in favor of trackage rights. The rails are now gone, but the CGW survives as the Cannon Valley Trail. Joe Elliott photo.



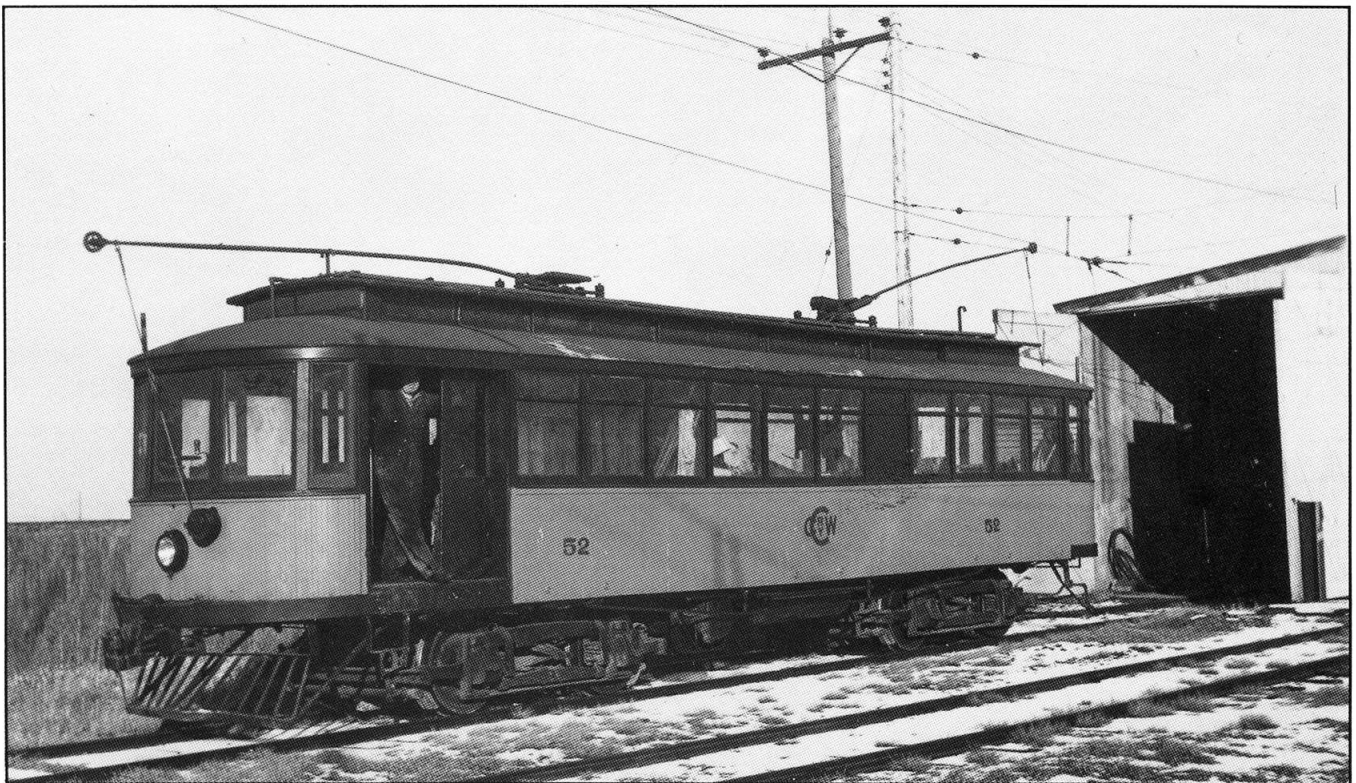
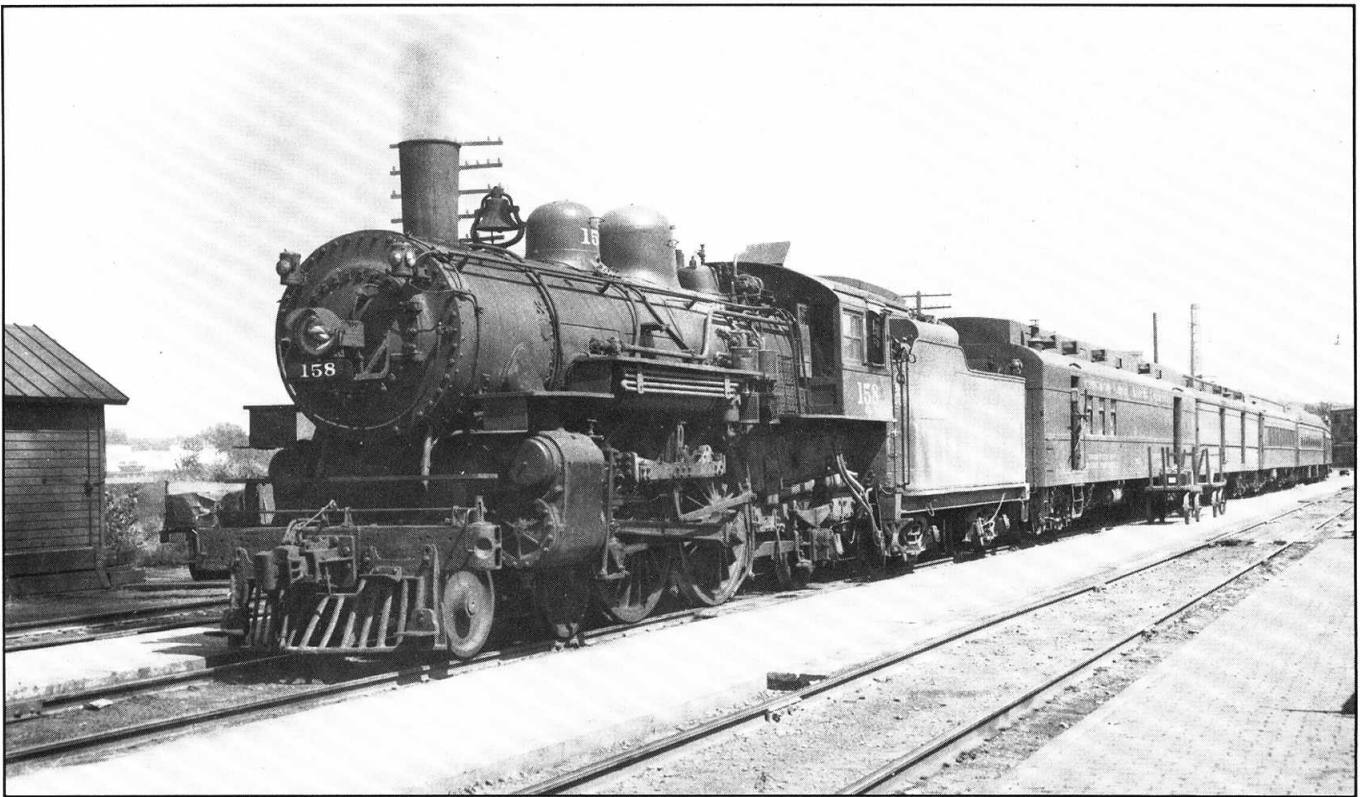


OBSCURE DEPOTS ON PARADE-This 1893 view shows the 10th Street depot in White Bear Lake, on the Stillwater & St. Paul. It served the residential neighborhood on the town's north side. Minnesota Historical Society collection.

Opposite Page Top-This is C&NW train 515 at Mankato on Aug. 18, 1949. It arrived from Chicago as the Rochester-Minnesota Special at 11:42 AM. Now it is sitting until 2:05 PM, waiting for connecting train 203 The North American, to come down from Minneapolis. #515 will then become the all-stops local to Rapid City, carrying the grand if misleading name of The Minnesota and Black Hills Express. John Malven photo. Ray Norton collection.

Shiny new Soo Line F3's pose for the company photographer in Columbia Park, near Shoreham. Minnesota Historical Society collection.





The last wooden TCRT car to run in non-museum service was Charles City Western #52. Originally #621, it was built by American Car Co. in 1892, and was sold to the CCW in 1915. Somewhat swaybacked, with seats missing and rebuilt double-ended with a baggage door, it survived as a work car until 1957. Charles A. Brown photo.



Soldiers at Ft. Snelling prepare to leave by streetcar for the war of 1898. Minnesota Historical Society collection.



Beginning its back alley route to Chicago via Austin, Prairie du Chien and Madison, the Minnesota Marquette passes the South Minneapolis yard office on Sept. 17, 1949. John Malven photo. Ray Norton collection.

Opposite page-President Harry Truman whistle stopped in Red Wing on Oct. 28, 1952. He was campaigning on behalf of Adlai Stevenson. Minnesota Historical Society collection.



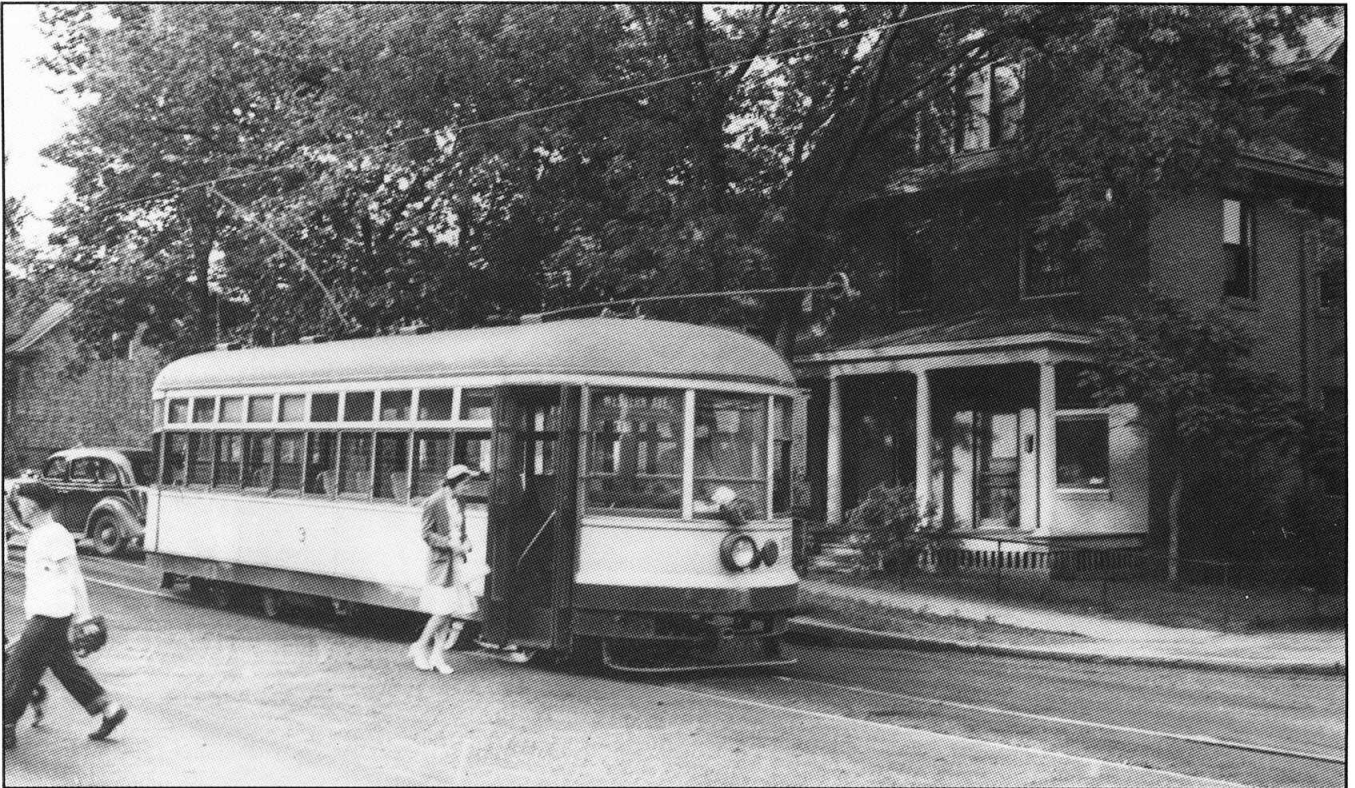


The St. Cloud Street Ry. probably turned a profit on this 1890's trip. The car is headed either to or from the Great Northern's Waite Park car shop. It also served the local ballpark. The banner says something about baseball, so perhaps that is the source of the crowd. Minnesota Historical Society collection.

Opposite Page Top-One of the shortest TCRT lines was the Western Ave. shuttle, less than one mile long. Shown here in 1938, it was abandoned three years later. Car #3 was one of four small cars built for local service in Stillwater. Stephen D. Maguire photo. Fred Zubrycki collection.

The Editor enjoys a category of photo he calls "Silly scene with train in background". Here is a good example. Montevideo has a sister city in Montevideo, Uruguay. During the 1946 Fiesta Days, appropriate gaucho-wear was featured. Even the depot is decked out with ribbons as Milwaukee Road 2-6-2 #960 waits for things to return to normal. Minnesota Historical Society collection.





Below-With their steam engine bells, square spark arrestors and Blunt trucks, NP's Alco S2 switchers were the opposite of sleek. Not looking at all like the jet of the same number, #707 rolls a short freight through West DM&IR Jct. in Duluth in Aug. 1962. Fred Zubrycki photo.





You have to use your imagination to interpret this 1871 view of Stillwater. Most of the water in this photo is now dry land. The Stillwater & St. Paul ended on pilings next to the grain elevator at upper left. Minnesota Historical Society collection.

Inside rear cover-In 1968 the Minnesota Railfans Assn. ran a trip to Stillwater, featuring two passenger F-units. On the way back it paused at the tiny Mahtomedi depot. John Kennedy photo.

Rear cover-This is the intersection of 7th Street and 1st Ave. N. in Minneapolis, as seen from the roof of the Greyhound depot.

The top view includes PCC #368, Mack bus #752, a Greyhound bus and lots of well dressed pedestrians.

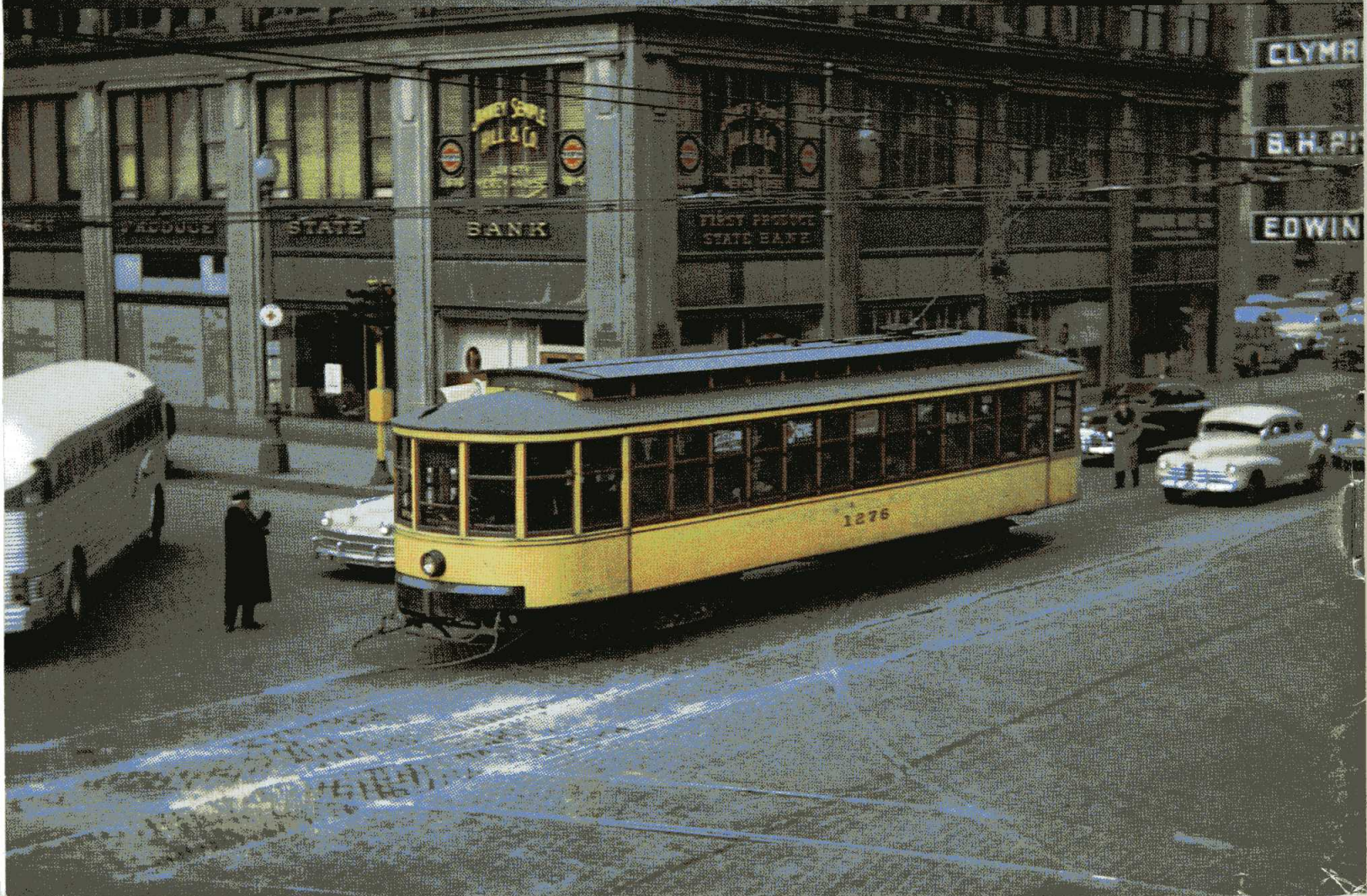
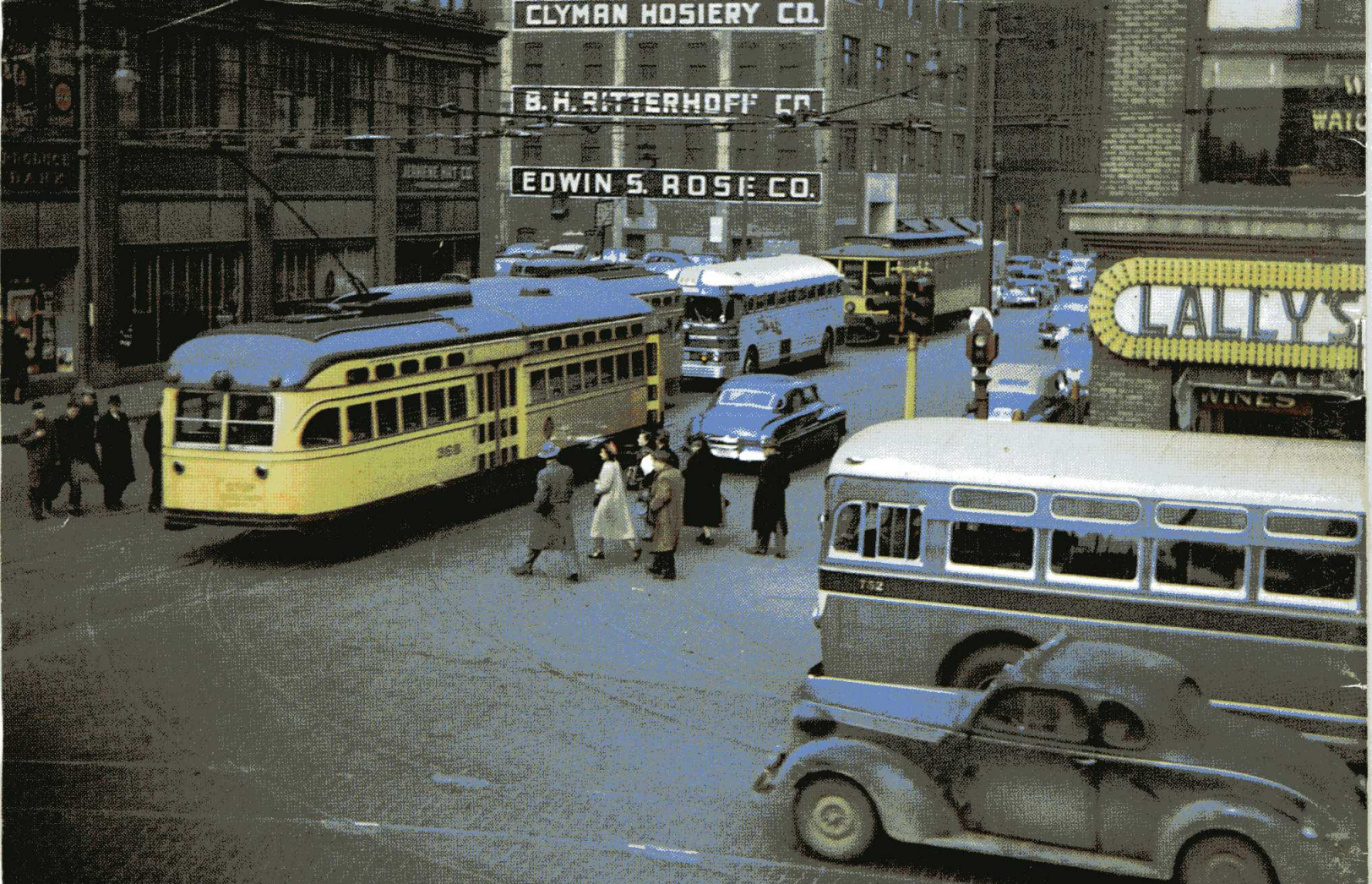
The bottom view shows car #1276 with the Produce Bank in the background. The bank got its name from the farmers market and produce distributors that dominated the neighborhood at that time. Bill Olsen collection.



MAHTOMEDI

3509A







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